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CLASSIFICATION SECRETCOUNTRY East Germany

REPORT

TOPIC Tutow Airfield

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED

31 October 1955

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REFERENCES

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ENCLOSURES (NO. & TYPE)

REMARKS

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This is UNEVALUATED Information

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1. No changes were observed at Tutow airfield prior to October 1955. Soviet soldiers patrolled along the inner side of the fence and also occupied the watch towers. Members of the factory police were observed next to a small control hut at the side of the barrier, at the entrance to the field. No other activity was observed, nor were any air force personnel seen at Tutow. The Soviet guards were apparently furnished by the komendatura in Demmin. The arrival of personnel was not observed.

2. On the morning of 15 October 1955 Tutow airfield was still unoccupied and no indications of an expected occupation were observed. At about 1400, aircraft crossed over the field and subsequently, 4 aircraft landed individually from south to north. The aircraft were single-engine low-wing monoplanes with radial engine, retractable landing gear and tail wheel, comparatively small rudder, rounded wing tips, and leading and trailing edges of wings fitted to the fuselage at an obtuse angle. It was definitely believed that the aircraft were Yak-11s. During the following hour, three formations, each of 4 aircraft flying side-by-side and an element of 2 aircraft of the same type landed in succession. The direction of approach could not be determined. At 1500, a total of 18 Yak-11s were stationed at the field. Between 1700 and 2400, about 170 officers and EM of the VPL were trucked to the field, coming from an unidentified direction. On 17 October, the kitchen at the field cooked for about 180 men.

3. The following air activity was observed on 16 and 17 October 1955:
16 October. At 1015, the first take-offs were made by all aircraft at intervals of about 3 minutes. The aircraft assembled in formations of four at an altitude of 500 meters and practiced formation flying for about 15 minutes. At about 1200, the formations dispersed and the aircraft landed individually.
17 October. Formation flying was practiced from about 0900 until the afternoon. When air activity was discontinued, the aircraft were parked along the eastern edge of the field.

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4. A radio installation with one mast 15 meters high and braced on all sides was located south of the flight control station. Two radio trucks with rod antennas were seen north of the flight control building.
5. The officers and EM of the unit were quartered in the 4 southeastern barracks.
6. Soviet officers turned the airfield over to VPL officers on 13 October. All of the officers arrived in several sedans and left together after the turning over procedure, which lasted several hours.
7. It was rumored among the civil population that additional personnel would arrive in approximately 14 days. The population feared that the Tutow Settlement would also be vacated for this reason.

Comment. The origin of the VPL unit has not been determined. It remains to be seen if Tutow airfield will be occupied permanently or temporarily by a VPL unit.

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